# MONTREAL

## 1910

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CANADA

PROVINCE OF QUEBEC

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GRAND TRUNK RAILWAY SYSTEM

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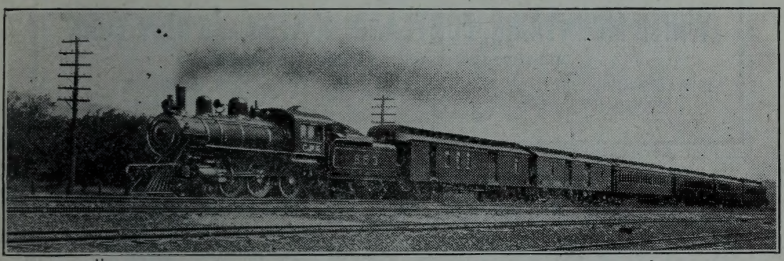

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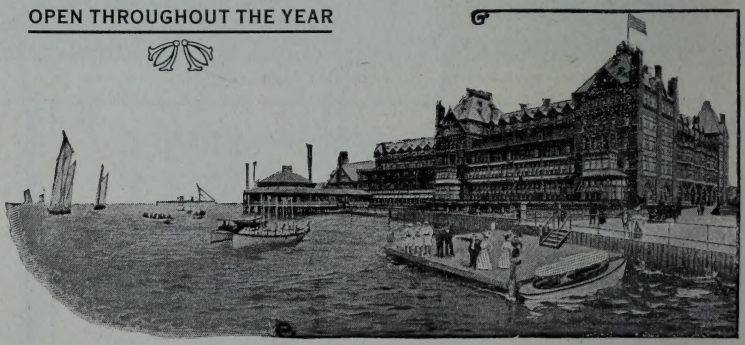

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Travellers wishing particulars concerning Montreal or any portion of Canada, can obtain same by applying to the Tourist's Information Bureau, either by letter or in person. Telegrams and letters for tourists may be sent in care of the Information Bureau.

**SHOPPING LISTS FURNISHED**

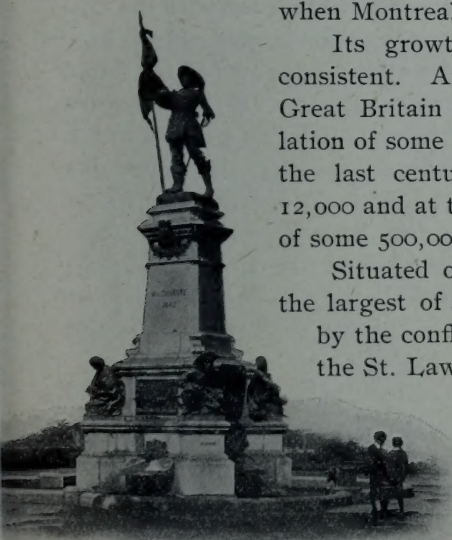
# MONTREAL

## PROVINCE OF QUEBEC

## CANADA

*Copyright, Canada, 1910, by Henry Miles.*

MONTREAL, a city of some 500,000 souls, so named from the Mountain between whose base and the mighty St. Lawrence the city lies, is the commercial metropolis and national port of Canada. Situated at the head of navigation of one of the greatest of rivers—a river which drains a most fertile and generous land—Montreal is destined to occupy a foremost rank among the cities of the continent. In the year 1535, Jacques Cartier came up the St. Lawrence to where the city now stands, and found a large, well-fortified Indian town called Hochelaga. In 1611, Champlain established a trading-post and called it Place Royale. In 1642, Paul de Chomedey, Sieur de Maisonneuve, landed on the island and laid the lasting foundation of the city. Canada remained a French colony till the Treaty of Paris, in 1763, when Montreal became a British city.



Statue of Maisonneuve, Founder of Montreal, 1642, Place d'Armes Square.

Its growth in population has been consistent. At the time of the cession to Great Britain the city had only a population of some 3,000; at the beginning of the last century this had increased to 12,000 and at the present time she boasts of some 500,000 inhabitants.

Situated on the island of Montreal, the largest of a group of islands formed by the confluence of the Ottawa with the St. Lawrence river, one thousand miles from the open sea, its position is picturesque to a degree. Behind is the beautifully wooded Mount Royal, in front the majestic St. Lawrence, and in the distance

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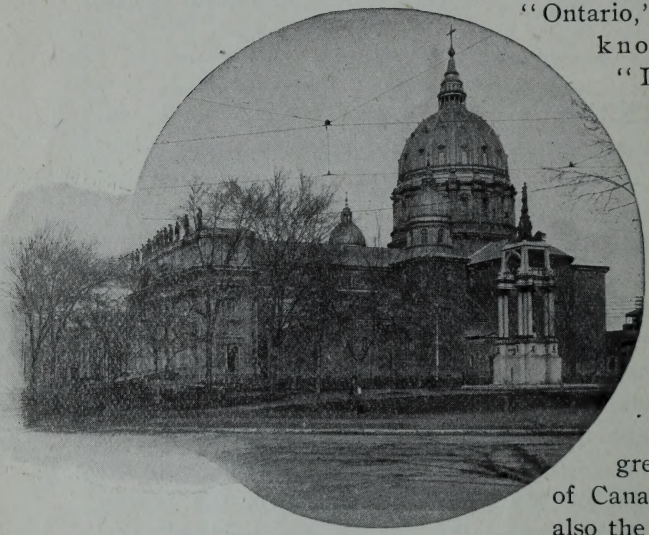
the mountains of northern New York. Montreal is the head of ocean navigation, and the key to and from the great interior of the Dominion.

The Lachine Rapids above the city were first run by a steamer in the summer of 1840, by the side-wheeler "Ontario," afterwards known as the "Lord Sydenham." "Running" these Rapids is a most exciting experience. Steamers descend daily.



St. James Cathedral.

Not only is Montreal the key to the great waterways of Canada, but it is also the chief railway centre of the Dominion.

To facilitate direct railway communication with the city two magnificent bridges span the St. Lawrence. The Victoria Jubilee Bridge, a magnificent structure opened for traffic by the Grand Trunk Railway in 1860, by His late Majesty King Edward VII., then Prince of Wales, is a double-track steel open-girder bridge, with carriage-ways and foot-walks on either side of the main trusses. The other bridge over the St. Lawrence belongs to the Canadian Pacific Railway, and crosses the river at the head of the Lachine Rapids, striking the north shore a little below the town of Lachine and about seven miles west of the city. This bridge is also a great triumph of engineering.

Ocean steamships run direct between Montreal and British ports, as also to several Continental ports. Ocean tonnage, 1,911,413 tons; Inland, 3,146,494 tons. In connection with the large ocean traffic the following tablet, found on the walls of the Canadian Rubber Company's works on Notre Dame street, records this interesting fact: "1829-1833. The Pioneer of Steam Navigation. On this

site, stood Bennet & Henderson's foundry, in which were erected the two engines designed and placed by John Bennet on the 'Royal William,' the first vessel to cross the Atlantic or any ocean entirely propelled by steam."

The Harbor of Montreal, situated on the north side of the River St. Lawrence, has seven miles of wharfage accommodation, and this is being constantly increased. The revetment-wall is a magnificent piece of granite masonry running along the river front and securely protecting the city from inundation.

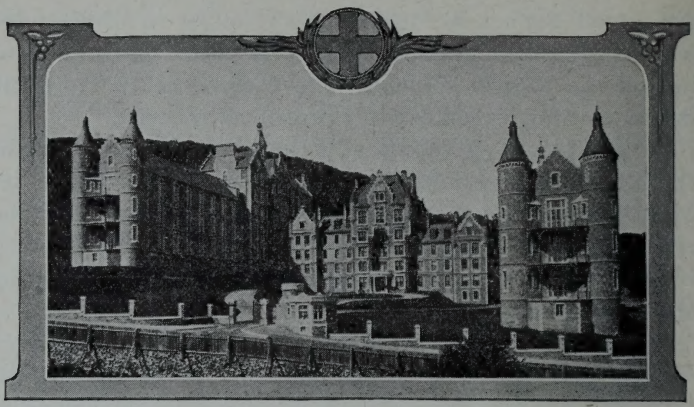
Montreal's trade with foreign countries has grown very fast of late years, the short route to Europe *viâ* the St. Lawrence meeting with universal commendation of trader and passenger alike. Montreal is the great export centre of the continent for dairy produce and grain.

The City's Foreign Trade,

The exports from the Port of Montreal for the year 1909 amounted to $77,199,743.00, and the value of the imports to $89,397,989.00. The Customs duty collected at Montreal amounted to $12,935,098.00.

Built chiefly of limestone, of which there is an inexhaustible supply at hand, Montreal's public and private buildings wear a look of stability, comfort and wealth.

Place d'Armes Square.



Royal Victoria Hospital.

Many of its private residences, university buildings and churches are magnificent examples of architecture.

Montreal has many pleasure-grounds, and its parks and squares are laid out with good taste. There are three large public parks—Mount Royal, St. Helen's Island and Parc Lafontaine.

Mount Royal is an ideal crown for a city. Rising directly behind the city, it is covered to the summit with beautiful trees; a most enchanting panoramic view of the city and the surrounding country is obtained from the "Look-out."

Montreal's Pleasure Grounds.

Mount Royal is about nine hundred feet above the sea, and seven hundred and forty feet above the river. The portion set apart as a park contains four hundred and sixty-four acres.

Alongside the Protestant Cemetery, to the south, on another face of the mountain slope, lies the Roman Catholic Cemetery.

The Park on the Island of St. Helen contains 128 acres. It was named by Champlain after his wife, Hélène de Bouilli, and bought by him with her dowry.

The Champ-de-Mars is situated on the slope between Craig street and Notre Dame street, at the east end of St. James street. Here the British regiments stationed in the city paraded, and it is still used as a parade-ground by our volunteers.

Place Viger is situated on Craig street. Opposite the square on Craig street stands the Canadian Pacific Station

and magnificent Place Viger Hotel which, like the Frontenac at Quebec and other hotels of the Canadian Pacific Railway, affords first-class accommodation to the tourist.

The area of the city is 9,825 acres.

The parks and squares reserved in the various districts of the city have a total area of 615 acres, and have an estimated value of $8,000,000. Powerful engines raise the water of the river to two reservoirs on the side of the mountain. The streets of the city cross one another at right angles. There are in all 231 miles of streets in the city, and the electric car lines have 139 miles of (single) tracks. The taxable property of the city is valued at $235,000,000 The city debt is $37,700,000.

Historical Tablets and Ancient Landmarks.

On the Leeming-Miles Building, in which is the Tourist Information Bureau, the site of the residence of Lamothe Cadilac, the founder of Detroit, is recorded.

Visitors to Montreal should call early at the Tourist Information Bureau, No. 4 St. Lawrence Boulevard. In this office one can obtain serviceable direction towards enjoying the stay in the city. A Register is kept here of private accommodation available. Information will be given in regard to all the hotels, places of amusement, trips in and about Montreal, etc. Ask for the leaflet issued by the Montreal Street Railway, entitled "Trolley Trips in and About Montreal." This enables one to get about with greater facility and without needless loss of time.

Read the Cab Tariff which is inserted at the end of this booklet. Secure a list of the Historical Tablets to be seen in various parts of the city. These tablets are affixed to the

Christ Church Cathedral.

walls of many of the buildings and record a wide range of ancient and interesting history.

Directions for shopping in the city will also be furnished in this office maintained by the Montreal Business Men's League. The service of the office is free to

Henry Birks and Colonial House, Phillips Square.

strangers. Tourists are invited to use the address—Montreal Business Men's League, 4 St. Lawrence Boulevard, Montreal (Post Office Box 768), for telegrams or letters. Mail will also be forwarded as may be desired.

Aside from the many attractions Montreal has to offer the tourist within its gates, also may be mentioned the splendid opportunity the city offers for short outings by water.

Fishing and hunting in Canada is an inexpensive sport, as compared with other sections of the continent, particularly if it is gone about in the right manner.

Within a ride of an hour or two of Montreal, black bass, doré and maskinongé fishing can be obtained which would warm the heart of the average angler.

Brome Lake, near Knowlton, is famous for its large black bass; Lake Memphremagog, partly in the Province of Quebec and partly in Vermont, for large grey trout and pickerel. The waters in the latter section are well filled with speckled trout.

To the north of Montreal in what is known as the

"Laurentian Lakeland," are literally hundreds of lakes which abound with fish.

In the autumn, red deer, partridge and duck also abound in this section.

The Province of Quebec is governed by a Lieutenant-Governor, a Legislative Council and a Legislative Assembly. The first two branches named are appointed, and the members of the Assembly are elected by the people. The Honorable Sir Lomer Gouin, Prime Minister of the Province, is a citizen of Montreal. Recognized by French and English alike as a man of great ability, with sterling principles of honesty and integrity, he brings with this position a great honor to the commercial metropolis of Canada.

The City of Quebec is beyond description. It is unique among the cities of the continent. To one coming from the busy West and South, everything here is strange and new, for despite its commercial progress, the past and present seem inseparably interwoven.

With railway lines and water routes stretching more than half way round the world, and with an army of nearly 75,000 employees, the Canadian Pacific Railway Company has its headquarters in Montreal.

The Company's operations are world embracing, and by its own ships and trains the journey can be made be-

Residence of Lord Strathcona.

tween Great Britain and Hong Kong, a half circuit of the globe. All the provinces of the Dominion are gridironed with its branches, and every important point in Canada and the United States may be reached by the Company's trains and their connections.

Canadian Pacific Railway Windsor Street Station.

From the Windsor Street Station—a massive stone structure in which are the head offices of the Company—trains run eastwardly to the Atlantic Coast and westwardly to the Pacific. St. John, New Brunswick, Halifax, St. Andrew's-by-the-Sea, and other places in the Maritime Provinces, and Boston, New York, Portland and the many summer resorts of the Atlantic ; to the west Toronto, Hamilton, Muskoka Lakes, Georgian Bay, Niagara Falls, Buffalo, Detroit and Chicago, and on the main transcontinental line, Caledonia Springs—a favorite health resort—Ottawa, Winnipeg and the west to Vancouver and Victoria are reached by the Company's trains.

The Soo, St. Paul, Minneapolis and the Western States are also brought in close contact by the "Soo" trains which arrive at and leave the Windsor Street Station.

From the Place Viger Station the trains of the Canadian Pacific run through the Laurentian mountains—a rare restful region in the summer months—and to Ottawa along the north bank of the Ottawa River. Other trains connect Quebec—that unique piece of European mediævalism in a western setting which no tourist to Montreal should miss seeing—with Montreal.

The grand resort of the sportsman—the St. Maurice, lying between Montreal and Quebec—is also traversed by the line of the Canadian Pacific Railway, and from either station in Montreal the great Gatineau Valley and the Temiscaming—other regions with superlative attractions for the canoes, the hunter and the angler—may be reached.

Besides the mileage of over 13,000 miles of railway, the Canadian Pacific has magnificent fleets on both the Atlantic and Pacific oceans, as well as fleets on the Great Lakes; on the inland waters of British Columbia, by which all the large mining and smelting centres of the Kootenays are reached, and on the Pacific Coast, where its steamship service extends from Seattle, Vancouver and Victoria to Skagway in the far north, from which there is communication with the Yukon gold fields.

On the Atlantic the service is between Liverpool, Bristol and Antwerp and Quebec and Montreal in summer, and in winter, St. John, N.B. Included in this fleet are the two magnificent Empresses, the finest and fastest passenger steamships in the Canadian trade, which offer to the trans-Atlantic traveller the splendid scenery of the St. Lawrence River and less than four days at sea.

On the Pacific from Vancouver and Victoria the Company's ships steam to Japan, China and Hong Kong, and to Australia by way of Honolulu and the Fiji Islands.

Canadian Pacific Railway Place Viger Station.

The Place Viger is only one of the many hotels owned and operated by the Canadian Pacific, and the excellent accommodation the traveller finds there is also to be found at St. Andrew's-by-the-Sea and MacAdam in New Brunswick, at the Royal Alexandra at Winnipeg, at Moose Jaw on the western prairies, at Banff, Lake Louise, Field, Emerald Lake, the Great Glacier, Revelstoke and Sicamous in the Canadian Rockies, and at Vancouver and Victoria on the Pacific Coast, the "Empress" at the latter city being in the words of an American journalist, "the finest hotel on the Pacific between Alaska and Peru.

One great feature of the Canadian Pacific, whether on land or water, is the excellence of its service, the splendour of its equipment and the civility of its employees—all essential for the thorough enjoyment of travelling.

Inseparably associated with the early history of the Dominion, and the primal factor in her subsequent progress and development is the Grand Trunk Railway System, which is indeed her pioneer railway and stands preeminently to the fore among the railways of America, having been incorporated in 1852, and in the period of years since then has acquired the present large system of 3,949 miles in Canada, in addition to which it has a mileage in the United States of 1,386 miles, making a total milage for the present system of 5,335 miles.

Being situated in the most thickly settled and productive portions of the Dominion, it occupies an impregnable position for the gathering of traffic. The system as now composed commences at the eastern termini of the main lines at the City of Quebec, on the St. Lawrence River; at Portland, Maine, on the Atlantic Ocean, and at Rouse's Point on Lake Champlain, and extends from the first named point along the south shore of the St. Lawrence River to Richmond in the Province of Quebec, where is formed the junction with the line from Portland, thence running westernly, being joined at St. Lambert by the main line from Rouse's Point, and crossing the St. Lawrence at Montreal over the world-famed Victoria Jubilee Bridge.

From Montreal the line continues westerly through the thickly settled country along the north shore of the St. Lawrence River and Lake Ontario to Toronto, the Queen

City; from thence, with diverging line to the south and west the fertile Niagara Peninsula to Niagara Falls and Buffalo, to Windsor and Detroit, and to Sarnia and Port Huron, and northerly from Toronto to the ports of Goderich, Kincardine and Southampton, on Lake Huron and Wiarton, Owen Sound, Meaford, Collingwood, Penetang, Midland and Depot Harbor, on Georgian Bay, and through the now famous "Highlands of Ontario," to North Bay. A glance at the railway map of Canada and particularly to the Province of Ontario, which is the garden of the Dominion, will show how thoroughly and completely the pioneer

Bonaventure Station, Montreal—Grand Trunk Railway System.

railway has its countless feeders established in positions of advantage, including five main lines from east to west, 650 miles of which is double main track, and it is the only double-track railway in Canada reaching the principal centres.

The commercial importance of the system has been raised to the pinnacle of success during the last few years.

The double-tracking of the line from Chicago to Niagara Falls and to Montreal; the electrification of the St. Clair Tunnel, the construction of an additional ten-story office building in Montreal, the second in a single decade, made necessary by the expansion of the company's business. New bridges, new stations, including a magnificent union station at Ottawa, are among the millions of dollars worth of betterment builded by the present management.

The Grand Trunk is now the longest continuous double-track line under one management in the world.

The weight of steel on the main line was long ago changed from 60 pounds to the yard to 70, then to 80, which is now being replaced by 100 pound steel. The main line between Montreal and Toronto, and Toronto to Niagara Falls, is now laid with this heavy steel.

The Grand Trunk Pacific Railway will soon be a factor in the carrying of travel and trade from ocean to ocean. This transcontinental line—a great undertaking of the

"Ravenscrag" Residence of Sir Montagu Allan.

century—is closely associated with the Grand Trunk Railway System. Mr. Charles M. Hays conceived the project and Sir Wilfred Laurier and his government made possible its completion. 'Prince Rupert,' the new city on the Pacific, will be the western terminus.

This new line opens up a vast, fertile area in Northern Ontario, and new districts in the Prairie Provinces, and Central British Columbia has already built a city at the Pacific terminus and will shorten the run around the world by a week.

Naturally, a railroad system with such a mileage and with such varied connections offers a wide range of attraction to the tourist, every taste finding something to satisfy

it. The vast expanse of inland seas, the varied beauty of wooded islands, the shimmering loveliness of lonely lakes, the foamy attractions of rapid streams, the charms of tree-clad hills, the grandeur of snow-clad mountains, and the awe-inspiring Niagara Falls are all found along this line.

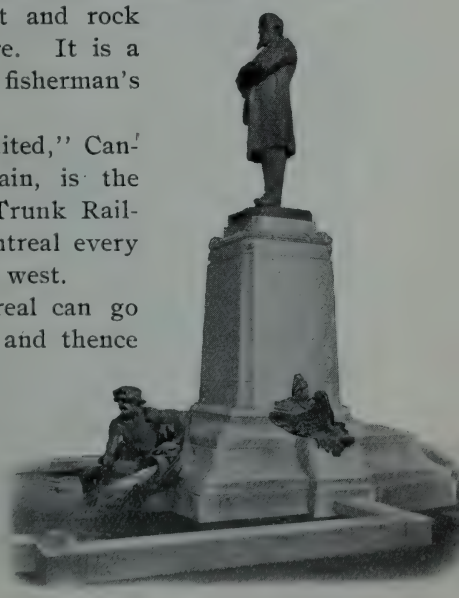
St. James's Club.

One of the finest structures in Montreal is the general office building of the Grand Trunk Railway System, on McGill street, and which is well worthy of a visit.

The Ottawa division of the Grand Trunk from Montreal to Ottawa, and thence across to Parry Sound, carries the tourist through the famous Algonquin National Park of Ontario. This park is a reservation of over two thousand square miles, set apart by the Ontario Government for all time to come "for the benefit and enjoyment of the people." It is one of the most remarkable regions of lake and stream, primeval forest and rock that can be found anywhere. It is a great game preserve and a fisherman's paradise.

The "International Limited," Canada's finest and fastest train, is the train *de luxe* of the Grand Trunk Railway System and leaves Montreal every day in the year for all points west.

Tourists visiting Montreal can go by boat or rail to Quebec, and thence through the White Mountains of New Hampshire. The Quebec Central Railway is a favorite tourist route from Quebec to all points in the White Mountains. Leaving Lévis, a magnificent view is obtained



Monument on Place Royale to Hon. John Young.

Royal Victoria College.

of Quebec and the majestic River St. Lawrence. As the train follows the river for several miles, the traveller is enabled to see to advantage the Beauport slopes and the Falls of Montmorency. Presently the train is abreast of the Isle of Orleans, whose low shores, with their expanse of farmland and groves of pine and oak, are still as lovely as when the wild grape festooned the primitive forests and Cartier named it "Isle Bacchus." The line runs past several typical Canadian villages and through the valley of the Chaudière River. Through this valley Benedict Arnold marched his army to Quebec one hundred and twenty-eight years ago. The scenery hardly now suggests the difficulties he had then to encounter. Thetford is celebrated for its asbestos mines. Black Lake Station receives its name from the beautiful lake lying deep among the hills far below the rail-

Residence of Mr. Robert Meighen,

way. The district abounds in lakes and streams, wild and romantic scenes, and boundless forests. Here also are rich mines of asbestos, iron, marble and soapstone. At Dudswell a junction is made with the Maine Central Railroad, a direct route to the heart of the White Mountains and the coast of Maine. Along the banks of the St. Francis River, through a rich farming district, then over a series of deep ravines, through which raging torrents run, and Sherbrooke is reached. Connection is made here with the Grand Trunk Railway for Portland, the Boston and Maine Railroad for Newport, Boston and New York, and the Canadian Pacific Railway for points east.

New Shore Line to Quebec—Canadian Northern Quebec Railway.

Every new railway in Canada opens up country that has the charm of unsurpassed combinations of woodland, river and lake. The Canadian Northern—new short line between Quebec and Montreal—has many special attractions. It skirts the St. Lawrence for some forty miles, giving a grand view of the mighty river at its most picturesque section, and affording as well a splendid variety of scenery, lake, stream, woodland and farm. The foothills of the Laurentian Mountains—a delight to the tourist—the beautiful St. Charles Valley and Cap Rouge lend a special interest to the traveller.

At Cap Rouge Jacques Cartier wintered in 1541. Many places on this line are associated with the final fight which France made for the possession of the northern half of North America. The whole Province of Quebec is rich indeed with historical reminiscence and landmark, and from

Cape Diamond right away up to Montreal, the commercial metropolis, the Canadian Northern is a scenic route abounding with much that is novel to the tourist and interesting in the extreme.

A Lake Edward Moose.
Quebec & Lake St. John Raslway.

The last river-side station you pass is Portneuf. But there is a station for Deschambault, the village of pilots. Deschambault is set upon the cliff above the river overlooking a rock-studded rapid which has to be most carefully avoided by ocean steamers that go to and from Montreal. There are nearly forty St. Lawrence pilots living in Deschambault. Pilotage on the St. Lawrence is almost like the House of Peers in its hereditary quality. There is a social, not to say moral distinction about the holder of a certificate that gives to this most delightful of French-Canadian villages a character and interest all its own. From Deschambault to Garneau Junction, where you strike the older road, the country is the best of French Canada, and from Garneau Junction to Grandmère and Shawinigan it is only a little way, and thence to Montreal.

In Ontario, the Canadian Northern Ontario Railway—the Lake Shore line of the Muskokas—has an unique entrance to the Highlands of Ontario, and besides giving a direct access to the Muskoka Lakes, serves, from Parry Sound north to Gowganda Junction, some of the finest sporting territory in Eastern Canada where there is an abundance of all kinds of game—finned, furred, feathered and antlered.

In Nova Scotia, the Halifax and South Western, one of the Canadian Northern lines, has opened up seven hundred miles of the ocean shore line between Halifax and Yarmouth for the delectation of the summer tourist and sportsman.

In the West, beginning at Port Arthur, there has been opened up a wonderful country from Thunder Bay to the Lake of the Woods, and culminating in a thousand miles of wheatfields, half of which are through the amazingly picturesque and fertile Saskatchewan Valley.

The Canadian Northern System has over 5,000 miles in operation, and is truly a characteristic feature of the development of Twentieth Century Canada.

The Canadian Northern Atlantic Steamships—the Royal Line plying between Bristol, the hub port of Great Britain, and Quebec and Montreal. The new triple screw steamers, "Royal George" and "Royal Edward," are the most luxuriously appointed and fastest steamships in the Canadian trade, and in connection with a two-hour train service over the Great Western Railway to London, Eng., effect a considerable reduction in time over all existing routes. In planning the construction of these vessels, one thought has been dominant—the idea of providing at sea all the pleasures and comforts of land, and under such conditions the voyage becomes indeed a holiday. The American traveller, *viâ* the St. Lawrence route, now gets better accommodation, if anything, than *viâ* New York, at no greater cost, and a trip through lower Canada and 1000 miles of sheltered waters thrown in.

Montagnais Indian Tepee, North of Lake St. John. Quebec & Lake St. John Railway.

The Provinces by the Sea.

Quebec, New Brunswick, Nova Scotia and Prince Edward Island form one glorious summer land. The increase of visitors from year to year is sufficient evidence that their natural attractions are becoming more appreciated. And the increase is particularly noticeable in the number of families who make their summer-homes at the many resorts by the sea, where accommodation can be obtained at a reasonable

Baddeck, Nova Scotia, Cape Breton.

cost, and the sea-bathing and boating delightful and perfectly safe.

The Intercolonial Railway with its Western terminus at Montreal and main lines running to the Atlantic ports, St. John, Halifax and the Sydneys, traverses this portion of the Dominion. Its two through trains, "Maritime Express" and "Ocean Limited," are well and favourably known, and there is no exaggeration in the statement that for excellence of sleeping and dining car arrangements they are not surpassed on the continent.

What are known as the Lower St. Lawrence resorts, Murray Bay, Rivière du Loup, Cacouna, Bic, Little Metis, are in particular favour with residents of Montreal and other eastern Canadian cities, though many Americans make their summer homes there. President Taft who before his election to that high office was a yearly visitor to Murray Bay, in a recent message to the Canadian people makes special mention of the fact and speaks in glowing terms of the benefits derived from his summer holiday, dwelling particularly on the "champagne air" and other noticeable effects of the generous St. Lawrence climate.

Matapedia Valley with its thirty miles of unrivalled beauty is traversed in daylight by the Ocean Limited.

The Baie des Chaleurs, Straits of Northumberland, Bay of Fundy, backed by forests of spruce and pine, have unlimited possibilities for the yachtsman and deep-sea fisherman.

The Cascapedia, Matapedia, Upsalquitch, Restigouche, Nepisiguit, Miramichi, Medway, Margaree and Mira are rivers so well known that their names have only to be mentioned to whet the appetite of any salmon and trout angler, while the forests abound in big game—moose, caribou, deer and bear.

St. John and Moncton with their tidal phenomena, Prince Edward Island with its abundance of surf bathing and all other summer enjoyments, Halifax, the Canadian naval and military station, the beautiful Cape Breton country can only be mentioned here as being ideal in every respect for a summer holiday.

"Tours to Summer Haunts," "Fishing and Hunting," and "Moose in the Micmac Country" are the names of some of the descriptive booklets issued by the Intercolonial Railway, and free copies can be obtained at the Passenger Office, 130 St. James street, Montreal, or by writing to the General Passenger Department at Moncton, N.B.

Restigouche Salmon Club House, Metapedia Station, Metapedia, Que.

The steamers of the Richelieu and Ontario Navigation Company leave Montreal every evening for a delightful night-ride to the quaint old walled city of Quebec, returning the following evening, so that a pleasant day may be spent in Quebec, with two nights on the steamer. The surroundings of Quebec are also very interesting, and Montmorenci Falls and the shrine of Ste. Anne de Beaupré are well worth a visit.

Club House of the Royal Montreal Golf Club.

Steamers leave daily for Prescott, thus affording an opportunity of viewing the most wonderful chain of canals in the world, and the exciting experience of shooting all the rapids on the return journey. This trip only occupies a day and a half.

Another short trip of but a few hours' duration is by the steamer "Boucherville" down to the pleasant grove of Isle Grosbois and Boucherville. The trip to the town of Laprairie presents, both on the going and return journey, an excellent opportunity of viewing the gigantic Victoria Bridge.

When making the trip to Quebec, if time will permit, the tourist should not miss the opportunity of making a side trip down the picturesque lower St. Lawrence and up the far-famed Saguenay River. The beauties of these two rivers are unequalled on the continent, the trip up the Saguenay being practically a trip through the mountains, not in a birch-bark canoe, but in a palatial steamer, replete with all modern improvements.

Montreal has much to offer in the way of recreation, being the sporting centre of the Dominion, and at all seasons of the year appropriate contests may be seen. In Montreal will be found pastimes peculiar to Canada, and in no other city on the continent are these peculiar games played with such skill. The Royal St. Lawrence Yacht Club held for many years the Seawanhaka International Challenge Cup, which is to twenty-five footers what the America Cup is to the gigantic ninety-footers.

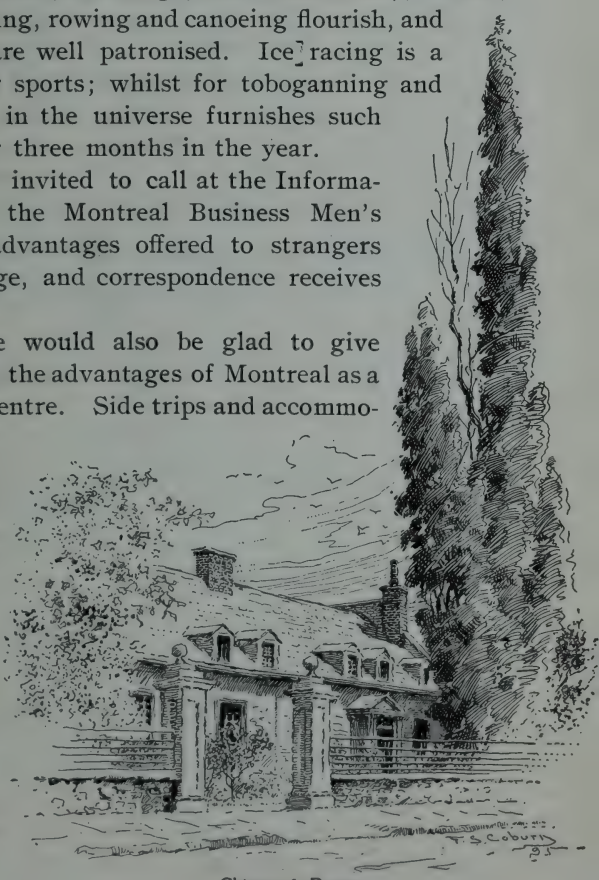
Montreal a Sporting Centre.

There are a number of flourishing golf clubs on the outskirts of Montreal, and the game is very popular.

Lacrosse is the national game of the country, and its season extends from May until October. Hockey is the national winter game. In addition to these strictly Canadian games, football (both Rugby and Association), cricket, golf, polo, yachting, rowing and canoeing flourish, and all field sports are well patronised. Ice racing is a feature of winter sports; whilst for tobogganning and skating no city in the universe furnishes such opportunities for three months in the year.

Tourists are invited to call at the Information Bureau of the Montreal Business Men's League. The advantages offered to strangers are free of charge, and correspondence receives attention.

The League would also be glad to give information as to the advantages of Montreal as a manufacturing centre. Side trips and accommodation may be arranged for; and information about the city and all Canadian places of interest furnished on application; shopping-lists furnished and any information as to the above mentioned resorts can be obtained.



Château de Ramezay.

# *Places of Interest in Montreal*

City Hall and Court House,
Château de Ramezay,
Bonsecours Market,
Post Office,
Monument National,
Custom House,
Board of Trade,
Stock Exchange,
Art Gallery,
National History Museum,
Our Handicrafts Shop,
Eden Musée,
McGill College,
Redpath Museum and Library,
Fraser Institute Library,
Royal Victoria Hospital,
Hôtel-Dieu,
Montreal General Hospital,
Western General Hospital,
St. James Cathedral,
Place Viger Hotel,
Notre-Dame Church,
Christ Church Cathedral,
St. James Methodist Church,
The Jesuits' Church,
Notre-Dame-de-Bonsecours,
Montreal College,
Jesuits' College,
Y.M.C.A. Building,
Y.W.C.A. Building,
Masonic Temple
Grey Nunnery,
The Colonial House,
Birks' Building,
Laval University,
Desjardins' Building,
Notre-Dame Hospital,
Seminary of St. Sulpice,
Oglivy Building, St. Catherine St.,
The old Towers, Sherbrooke St.,
"La Patrie" Building,
Windsor Street Station.
Bonaventure Station.

## *Monuments.*

Queen Victoria, Victoria Square,
Nelson's Column, Jacques Cartier Square,
The Immigrants' Monument, St. Patrick's Square,
Jacques Cartier, St. Henri,
Maisonneuve, Place d'Armes,
The Patriots' Monument, Côte-des-Neiges Cemetery,
Hon. John Young, Place Royale,
Mgr. Bourget, Dominion Square,
South African Soldiers, Dominion Square,
Sir John A. Macdonald, Dominion Square,
Chenier, Place Viger,
Cremazie, St. Louis Square,
Obelisk to the Founders of Montreal, Place Youville.

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**Time Allowed—Thirty Minutes**

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*By the Drive.* For 1 or 2 persons . . . 75 cts. For 3 or 4 persons . . . $1.00

**For the First Hour**

*By Time.* For 1 or 2 persons . . . $1.00 For 3 or 4 persons . . . $1.25

**For Every Subsequent Hour**

*By Time.* For 1 or 2 persons . . . 75 cts. For 3 or 4 persons . . . $1.00

## TWO-HORSE VEHICLES

**Time Allowed—Fifteen Minutes**

*By the Drive.* For 1 or 2 persons . . . 50 cts. For 3 or 4 persons . . . 75 cts.

**Time Allowed—Thirty Minutes**

*By the Drive.* For 1 or 2 persons . . . 75 cts. For 3 or 4 persons . . . $1.00

*By Time.* For 1 or 2 persons . . . $1.25 For 3 or 4 persons . . . $1.50

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For each trunk carried in any such vehicle, 25 cents.

No charge shall be made for travelling bags, valises, boxes or parcels which passengers can carry by hand.

*a.* Fractions of hours for any drive exceeding one hour shall be charged *pro rata* rates as above established for drives by the hour.

*b.* For drives between midnight and four o'clock in the morning, fifty p.c. shall be added to the tariff rates above established.

*c.* The tariff by time shall apply to all drives extending beyond the city limits provided the engagement be made within the said limits.

*d.* Children under five years of age and sitting on their parents' or guardians' lap will be admitted free of charge, and shall not be held as being included in the word "persons" in the said tariff.

*e.* The word "drive," wherever it occurs in the said tariff, shall be held to admit stoppages within the time fixed for the said drives.


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Interesting Facts

The second parish church in Montreal (then Ville-Marie), was constructed in the year 1672. The building occupied a site near Place d'Armes, and actually upon the line now traversed by Notre-Dame street. The church was dedicated in 1678 and demolished in 1829. This is recorded by a tablet on the old Seminary wall.

One of the old towers in the grounds of the Montreal College, on Sherbrooke street, west, was used as a place of worship, and it is the oldest building in Montreal.

Monklands, old residence of the Governors of Canada, now a part of Villa Maria Convent.

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